

## Fuel oil non-availability report

NOTE: Send this report via email to: [marine-eca@epa.gov](mailto:marine-eca@epa.gov)

Name of Vessel:	ULF RISTCHER	Flag:	GERMANY	IMO Number: 9226413
(if other relevant registration # enter here) :				
Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available) :				
<p>Vessel is under Charter operated by Compañía Sudamericana de Vapores S.A. (CSAV) since 4<sup>th</sup> of May, 2012, rendering service in regular basis in "Gulf Bridge Express Service".</p> <p>Considering the above, the round voyage for this vessel/service considers the following Ports: New Orleans- US, Houston - US, Altamira - Mexico, Veracruz - Mexico, Kingston - Jamaica, Cartagena - Colombia, Puerto Cabello - Venezuela, La Guaira - Venezuela, Kingston - Jamaica and again New Orleans – US to complete a round trip.</p>				
Port of Origin:	USNEW (New Orleans)	Date:	Considering beginning of last round voyage: 18 June 2013	
Port of Destination:	USNEW (New Orleans)	First US port of Arrival:	New Orleans	
Date vessel first received notice that it would be transiting in the N. American ECA:				10 July 2013
Vessel's location at the time of notice:		Departure from La Guaira - Venezuela		
Date/Time ship operator expects to enter N American ECA:			App. 22 July (12 hours before arrive to pilot New Orleans Jul/23/13 8:00)	
Date/Time ship operator expects to exit N American ECA:			App. 28 July (3 days after departure from pilot New Orleans Jul/25/13 10:00)	
Projected days ship's main propulsion engines will be in operation within N American ECA:				1.54 (12 hours before arrival New Orleans plus 25 hours Sailing New Orleans and Houston)
Sulfur content of fuel oil in use when entering and operating in the N American ECA:				1.15
Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:				
<p>Statement of Fact:</p> <ul style="list-style-type: none"> <li>a) We bought bunker as IFO LS(250 mts) according to our nomination and Bunker Delivery Note to Physical Suppliers Messrs.Nustar through Messrs.Praxis Energy as Traders in Houston 21st June 2013.</li> <li>b) On 28<sup>th</sup> of June, 2013, we received a claim from the Master stating that after having tested the samples related to this low sulphur product, resulted showed that product has a Sulphur content beyond the acceptable limit (1% m/m).</li> <li>c) As prudent Charterers, we immediately notified Suppliers about this fact holding them responsible for these facts.</li> <li>d) On 9<sup>th</sup> of July, 2013 jointly with Suppliers sample Nr. 0946878 (as per BDR) was tested in Houston by Laboratory Amspec, being certified that product was out of specs., in Sulphur content showing 1,15% (m/m).</li> <li>e) On 09.07.2013 Supplier sent the respective results' report. At the same date the vessel wasleaving La Guaira Venezuela, being the following Ports as per her itinerary Kingston (ETA: 19<sup>th</sup> of July, 2013) and then U.S. New Orleans (ETA: 24<sup>th</sup> of July, 2013).</li> </ul>				

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- All supporting documents to demonstrate our due diligence are attached to this form.**

If Applicable	
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Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):
N/A
Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:

Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:							
As stated above, as due diligence we have already coordinated/reserved 200 mts of IFO RMG 380 (Max. 1% m/m Sulphur content) through Messrs. Praxis Energy as Traders for first US calling Port (USNEW ETA: 24 <sup>th</sup> of July, 2013).							
If compliant fuel oil is(was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:							
N/A							
List below U.S. ports visited in the last 12 months:			If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil:				
Name	Date	Did vessel use compliant fuel oil? (yes/no)					
a) New Orleans	04/05-05/2012	Yes	Report	Date	Port	Type of Fuel	Comments
b) Houston	06/07-05-2012	Yes	1)				
c) New Orleans	03-06-2012	Yes	2)				
d) Houston	04/05-06-2012	Yes	3)				
e) New Orleans	29-06-2012	Yes	4)				
f) Houston	02-07-2012	Yes	5)				

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g) New Orleans	02/03-08-2012	Yes	6)				
h) Houston	04/05-08-2012	Yes	7)				
i) New Orleans	07/08-09-2012	Yes	8)				
j) Houston	09/10-09-2012	Yes	9)				
k) New Orleans	13/14-10-2012	Yes	10)				
l) Houston	15/16-10-2012	Yes	11)				
m) New Orleans	17-11-2012	Yes	12)				
n) Houston	18/19-11-2012	Yes	13)				
o) New Orleans	21/22-12-2012	Yes	14)				
p) Houston	23/24-12-2012	Yes	15)				
q) New Orleans	29/30-01-2013	Yes	16)				
r) Houston	01/02-02-2013	Yes	17)				
s) New Orleans	06/07-03-2013	Yes	18)				
t) Houston	08/09-03-2013	Yes	19)				
u) New Orleans	09/10-04-2013	Yes	20)				
v) Houston	12/13-04-2013	Yes	21)				
w) New Orleans	15-05-2013	Yes	22)				
x) Houston	17-05-2013	Yes	23)				
y) New Orleans	18/19-06-2013	Yes	24)				
z) Houston	21/22-06-2013	yes	25)				
Ship Master Name:		Mr. Frank Thielicke		Ship Operator Name:		Compañía Sudamericana de Vapores S.A. (CSAV)	
Legal Agent in the U.S.:Inchcape Shipping Services Houston /Office: 281-860-1500 - Fax: 281-860-1501				Ship Owner Name:		Reederei"MS Ulf Ritscher" GmbH & Co. KG. c/o Peter DoheleSchiffahrts KG Hamburg/Germany	
Name of designated Corporate Official: ALEXI HERRERA HARO – BUNKERING MANAGER CSAV GROUP							

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I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001

Signature

Print  
Name

ALXI HOUZERA HARO

Date

19th of July, 2013

Compañía Sud Americana de Vapores SA  
DEPTO. ABASTECIMIENTOS  
VALPARAISO